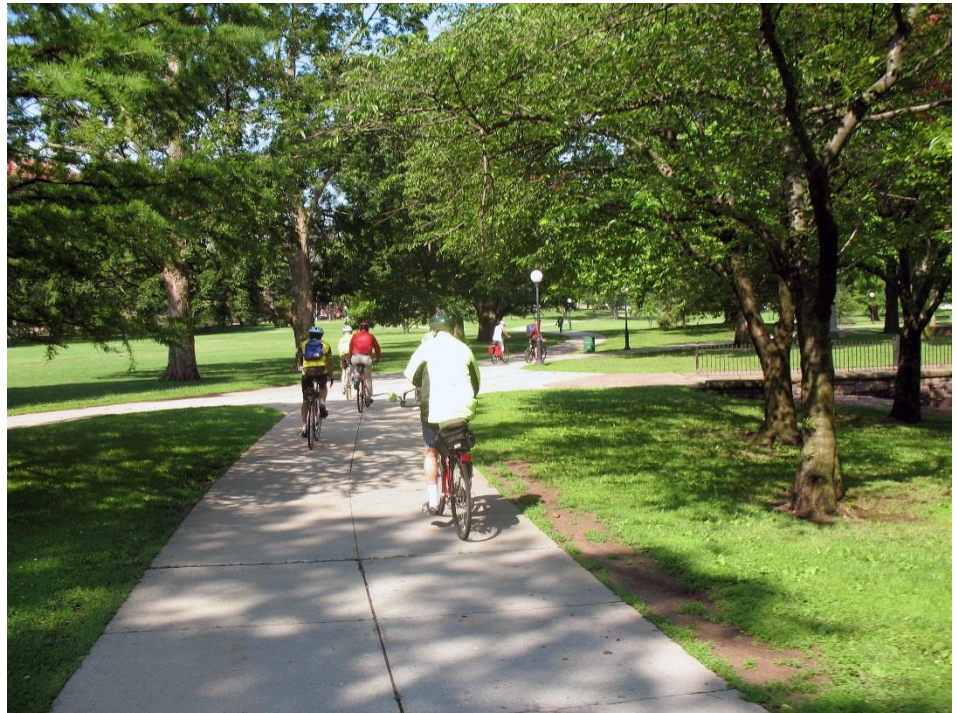


2015 CRCOG PEDESTRIAN AND BICYCLE PLAN ADDENDUM



6/22/2015

Prepared by CRCOG

2015 CROG Pedestrian and Bicycle Plan Addendum

This document is an addendum to the 2008 CROG Pedestrian and Bicycle Plan. The purpose of this addendum is to present where the region is today in 2015 by reporting on some of the key changes in Pedestrian and Bicycle planning and implementation since 2008. An additional piece of this addendum is an updated Multi-Use Path map showing paths that are currently existing, planned and funded or under construction.

Since 2008, the Capitol Region has undergone changes in its membership. The MPO boundaries are currently under redesignation. Berlin, Columbia, Coventry, Mansfield, New Britain, Plainville, Southington and Willington have voted in favor of joining CROG effective July 1, 2015. This addendum will begin to incorporate information on many of these towns; however, during this transition time, CROG acknowledges the need to consider the active transportation goals and policies developed for these communities and will keep the Bicycle and Pedestrian/Transportation Plans that previously guided those communities in the Windham Region Council of Governments and the Central Connecticut Regional Planning Agency on file for reference and guidance.

This addendum follows the structure of the 2008 Plan's Chapter 5: Recommendations. Items are organized under the Five E's of bicycle and pedestrian Planning. One new E – Evaluation and Planning – has been added since 2008:

- **Engineering** – building a better environment for walking and biking. This also includes tasks related to reaching out to decision makers and designers and planners regarding bicycle and pedestrian design
- **Education** – teaching pedestrians, bicyclists and motorists how to operate safely
- **Encouragement** – special events and activities that get individuals on their feet or on their bikes. These efforts can raise awareness of the possibilities for walking and bicycling and help individuals get over qualms they have about changing their travel habits. An important element in encouragement is emphasis on the benefits of walking and bicycling to the individual and to the community
- **Enforcement** – enforcing existing traffic laws to make it safe to walk and bicycle. Enforcement is an important supporter of education, reinforcing share the road messages.
- **Evaluation & Planning** – performance metrics help identify trends and areas of focus. Evaluation provides feedback to help decision makers create, implement and prioritize projects and policies.

ENGINEERING

East Coast Greenway (update)

Manchester/Bolton

In the Town of Manchester, CTDOT is working on trail design and construction project from Porter to the Manchester town line. Construction is likely to begin in 2015 for the portion of the trail that runs from Porter Street to Finley Street. The design of this segment of trail includes a bridge over Camp Meeting Road in the vicinity of Birch Mountain Road.

The gap in the Charter Oak Greenway Trail that runs from just east of Porter Street in Manchester to the intersection of Route 384 and Route 44 in Bolton has funding committed for various aspects of development. The town of Bolton has recently begun the process of determining the alignment of the portion of the trail from just past Bolton Notch to the Coventry town line and is considering both an on-road (Route 44) and off-road alignment. This portion of the trail is being referred to as the Greenway Extension.

Additional portions of the trail that remain unfinished are from the Bolton Town line to the Bolton Notch and from Bolton Notch to the Greenway Extension. Extending the trail through Bolton Notch will take further planning due to the complicated nature of constructing a path around the notch. Consideration has also been given to altering the interchange of Route 6 and 44 which will also have an impact trail construction.

RECOMMENDATION: SUPPORT EFFORTS TO LINK BOLTON AND MANCHESTER, TO CONNECT THE CHARTER OAK GREENWAY TO THE HOP RIVER TRAIL, AND TO EXTEND A BIKE PATH EASTERLY FROM BOLTON TO COVENTRY.

Hartford/Bloomfield

The path for the East Coast Greenway (ECG) within the City of Hartford was developed by a City of Hartford task force. The task force made two recommendations. The first recommendation was for an interim on road path, and the second was for a long term off road path. The City task force identified the importance of making the development of a trail a part of the I84 project, with the thinking that the I84 project opens opportunities for trail development that do not exist otherwise. The alignment delineated in the I 84 Viaduct Study utilizes existing roadways as well as Bushnell Park and passes by Union Station which is now home to the CT**fastrak** terminus and will be future home to C**Trail**'s Hartford Line Union Station stop.



EAST COAST GREENWAY TRAIL ALIGNMENT DELINEATED IN I-84 VIADUCT STUDY

In Bloomfield, the design for the 1.5 mile section of trail in between Route 189 and Day Hill Road in Bloomfield is complete. Funding has been committed for the construction of the segment between Route 189 and Tunxis Avenue and there is potential for construction to begin in either 2015 or 2016. The portion of the trail from Tunxis Avenue to Day Hill Road is not yet funded.

RECOMMENDATION: SUPPORT PLANNED FUTURE CONNECTIONS AND COORDINATE WITH I-84 RECONSTRUCTION PLANS IN HARTFORD.

East Hartford

The Town of East Hartford is not yet involved in a formal study to explore trail alignment alternatives, but has been involved in the development of the ECG through town. Currently, design is complete to bring the trail from its current terminus at Forbes Street to the existing Rentschler trail. The section from Main Street/Willow Road is also designed. It is preferred that in the future, the trail be brought off-road onto its own alignment. One potential future alignment would align the trail through the Rentschler Field property on the westerly side and continue west toward Route 2 through the Pratt and Whitney campus along Willow Street. Some preliminary design work has been done for this option. Another potential alignment would align the trail through the Rentschler Field property and connect eventually with Brewer Street to the south before heading west on Brewer Street. Discussions are still underway regarding the alignment of the trail involving Rentschler Field and Pratt and Whitney.

RECOMMENDATION: SUPPORT FUTURE CONNECTION ALONG ROUTE 2 AND THROUGH RENTSCHLER FIELD AREA.

Farmington

In Farmington, the town is currently designing a section of the Farmington Canal Heritage Trail (FCHT)/ECG gap from Red Oak Hill Road to Northwest Drive in Plainville. This section is 2.4 miles long with a 120 lineal foot bridge span over Route 6. There is a parking lot designed for approximately 30 cars at the intersection of Northwest Drive and Johnson Avenue. The town is working toward construction starting in 2016.

RECOMMENDATION: SUPPORT CLOSURE OF THIS EAST COAST GREENWAY GAP.

Plainville/Southington

The portion of the FCHT that runs through Plainville/Southington is one of the few remaining gaps in the ECG in Connecticut, and the last remaining Connecticut gap in the FCHT between New Haven and Northampton, MA. Funding has been committed for a portion of trail in Southington from Lazy Lane to West Queen Street. Several projects are underway in Southington to close the remaining gaps in the FCHT/ECG. The first is part of the cleanup of a “superfund” site whereby the contractor will construct the trail and provide some amenities south of Lazy Lane once the removal of soil contaminants is complete in 2017. The second is a short segment of trail south of this site that intersects two local streets before joining the existing trail terminus at Curtiss Street. Lastly, the Town is formulating a project to build the trail from Lazy Lane north to just under the I-84 overpass on land acquired from Guilford Transportation upon their abandonment of the railroad right-of-way to West Queen Street on land that has been abandoned by PanAmRailways (the successor to Guilford Transportation). From West Queen Street north to the Plainville town line is to be part of the Plainville gap closure project.

Plainville remains the only town on the FCHT that has not had any success constructing its portion of this multi-use path. The Town of Plainville has been unsuccessful in obtaining right of way on the existing rail line that runs north to south in the town which to this point has been the most desirable alignment for the trail. This is due to active rail service along most of the right-of-way, and, an even more active east-west rail line that intersects with that right-of-way. A preliminary study in 2009 helped the town identify potential alternative routes for the trail; however, a larger planning study is still needed to prepare the town for the design phase of implementing the trail.

In 2015, the Town of Plainville pursued funding for this study to finalize the FCHT trail alignment. After receiving funding, CROG is working with the town toward this important next step in trail implementation.

This study will also examine a connection between this portion of the FCHT/ECG and the multi-use trail that parallels CT**fastrak** beginning at the Downtown New Britain Station.

RECOMMENDATION: ASSIST PLAINVILLE AND SOUTHTON BY MANAGING THE STUDY TO EXAMINE CLOSURE OF THIS FCHT/EAST COAST GREENWAY GAP.

Putnam Bridge Multimodal Trail (new)

The Connecticut River currently provides a major barrier to pedestrian and bicycle infrastructure connectivity in the State of Connecticut. In early 2013, a rehabilitation project began on the Putnam Bridge which carries limited access Route 3 (a no-bicycle, no-pedestrian facility) over the Connecticut River. As part of this project, new walkway is being added adjacent to the bridge's northbound travel way to accommodate future bicycle and pedestrian travel within the Route 3 corridor. The project limits are within the bridge proper, and therefore the project is not providing formal access to the walkway from surrounding multimodal transportation infrastructure in Glastonbury and Wethersfield. However, it is now envisioned that upon completion of the project, scheduled for 2015, a construction access ramp from Great Meadow Road to the walkway may be left in place and allow for informal access from the Wethersfield side once the bridge is completed.

In July 2014, a CTDOT feasibility Study was completed to evaluate and advance the planning work for providing multimodal/shared use path connections to the walkway on both sides of the river. The resulting recommendations include 4,750 feet of new shared use path connecting the Putnam Bridge walkway to Great Meadow Road in Wethersfield and Naubuc Avenue in Glastonbury. The recommended overall width of the path is 14 feet, which includes the 10-foot wide paved surface, a 3-foot wide aggregate shoulder on one side, and a 1-foot wide aggregate strip between the paved surface and railing on the other side. Path recommendations also include lighting, turnaround areas, path/roadway protection, and amenities. Also, the recommendations call for intersecting roadway improvements, new parking accommodations, and improvements on the adjoining roadway network that will enhance safety, and multimodal connectivity are provided. Design and Construction phase costs are estimated at approximately \$7.6 million not inclusive of property acquisition, utility relocation, and environmental mitigation costs. It is anticipated that maintenance responsibilities will be shared among several parties (including CTDOT, municipal forces, and volunteer groups). Efforts are ongoing to identify the necessary project funding.

RECOMMENDATION: WORK TO MOVE THESE RECOMMENDATIONS FORWARD.

Bike Share (new)

In 2014, CRCOG and the Greater Hartford Transit District led an effort to produce a study with assistance from a consulting team from FourSquare Integrated Transportation Planning. The study's main goal was to determine the feasibility of implementing a bike share system in the Greater Hartford area. The study included a market analysis to determine feasible sub-markets for bike share and an analysis of bike share propensity in the region. The propensity map showed areas where bike share would have the most traction with surrounding residents, visitors and existing businesses and institutions. Overall the market analysis found that bike share is most feasible in the City of Hartford and adjacent areas in West Hartford and East Hartford. Additional opportunities exist for satellite locations around certain CT**fastrak** stations and in New Britain and Waterbury. The UCONN Storrs/Mansfield area is also interested in having a bike share system with at least one station at is recently opened a new transportation center that has accommodations for cyclists.

The result of the study was a phasing concept and recommendations on a potential business model for administering the bike share program. The phasing plan recommends three phases of implementation starting with a pilot phase in downtown Hartford. Subsequent phases extend out into East and West Hartford and then toward the southwest along CT**fastrak**. The third phase is in downtown Waterbury.

The recommended business model for a regional bike share indicates that the region must identify an agency such as CROG or Greater Hartford Transit District to be the owner of the system, but that administration will be a partnership between the owner, a private vendor, each municipality that has bike share and other non-governmental partners who may play a role in funding.

Several other municipalities and institutions in the Capitol Region such as Simsbury, New Britain, Goodwin College in East Hartford and the University of Connecticut at Storrs in Mansfield have developed their own bike share systems.

The Simsbury Free Bike began in 2010 as an effort to establish a municipal bike share system. The town and its citizen committee found collaborators in the CT Adaptive Cycling (a 501c-3) and were able to transform the program into a successful nonprofit. In that transitional stage the Town provided the first bikes and two interns to devote their time to the program's growth. Simsbury Free Bike has now expanded to include more than 50 bikes at 14 different locations in the Farmington Valley and bikes can be borrowed in Simsbury, Avon, Granby, Canton, and Farmington.

New in 2015 the Bike New Britain initiative is partnering with Simsbury Free Bike to have a free Bike Share program run out of the New Britain Museum of American Art. Each bike involved will feature art from a local artist or art student.

RECOMMENDATION: HELP DEVELOP A PLAN FOR SUPPORTIVE ROAD AMENITIES (BIKE LANES, SHARROWS, BIKE BOULEVARDS, ETC. WHERE APPROPRIATE) TO SUPPORT EXISTING AND ANY POTENTIAL FUTURE REGIONAL BIKE SHARE SYSTEM.

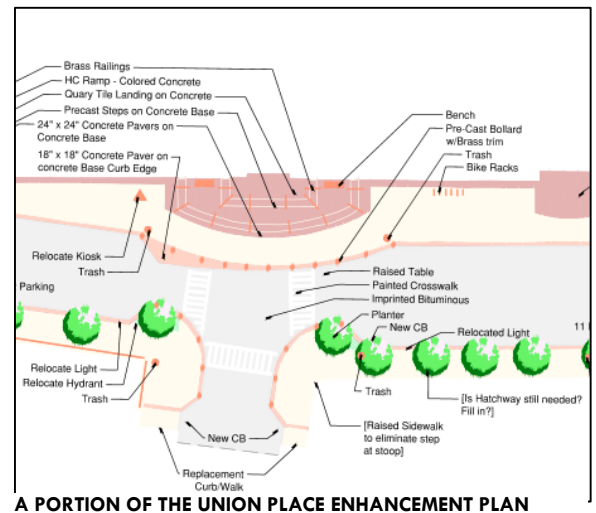
CT**fastrak** (update)

CT**fastrak** began service on March 28, 2015. The stations and buses offer amenities for cyclists. Each station platform features bike racks and bike are allowed on-board each CT**fastrak** bus. The buses on the guideway have space for two bicycles each. In addition to station and on-board facilities, a new multi-use path extends from the Newington Junction Station to Downtown New Britain. The pathway adds approximately 4.5 miles of new multi-use trail to the regional trail network.

It will be important to connect pedestrians and bicyclists to the transit stations through infrastructure and wayfinding signage not only to encourage ridership, but also to encourage economic development in the area of the stations or transit-oriented development. A number of enhancements to the bicycle and pedestrian infrastructure network have been completed, are in progress or are planned for the areas surrounding the CT**fastrak** stations. Towns with stations have also begun to put policies in place that support complete streets implementation and greater pedestrian and bicycle connections. A list of improvements, plans and policies at each station area is included below:

Union Station

- Hartford’s Intermodal Triangle Project funded by a Federal TIGER grant has the purpose of strengthening the downtown core by improving intermodal connections within the Union Station to Main Street triangle. Streetscape improvements such as wider sidewalks and better road crossings in and around the Union Station area commenced construction in 2014. These improvements are slated for completion in 2015. Once complete, the enhanced infrastructure will greatly improve the pedestrian experience getting to and from the transit station.
- The City of Hartford, the Town of West Hartford and CROG through a partnership with CCMPO and other Capitol Region municipalities have applied for funding for complete streets improvements on New Park Avenue in the vicinity of Union Station.



Sigourney Station

- **Greater Hartford Transit District (GHTD) and the City of Hartford** are working on several roadway improvements currently underway in the Sigourney Station area that will improve circulation for cars, pedestrians and bicyclists:
 - **Hawthorn Street** – improvements include pedestrian scale lighting; street parking reconfiguration, curb bump outs and intersection improvements at Hawthorn Street and Laurel Street.
 - **Capitol Avenue & Laurel Street** - Improvements include sidewalk enhancements with brick pavers/edging and eliminating asphalt in public right of way; extension of the bike lane to Putnam Street.
 - **Capitol Avenue** – improvements include handicap accessibility enhancements on the north side of Capitol just east of Laurel Street; improvements under Sigourney overpass (over Capitol to create a more pleasant environment for pedestrians.
- The City and CROG through a partnership with CCMPO and other Capitol Region municipalities have applied for funding for complete streets improvements that include bicycle lanes, pedestrian amenities and wayfinding signs in the vicinity of Sigourney Station.

Parkville Station

- The city has recently completed a **streetscape enhancement project** between Pope Park Highway and Laurel Street creating a more pedestrian friendly environment. The result is planted medians and refurbished sidewalks to better connect the various elements of the neighborhood such as the park, shopping center, housing and neighborhood businesses.
- In approximately 2008, the City of Hartford striped **bike lanes** along a section of Park Street in the vicinity of the station area.

Kane Street Station

- In 2006/2007 The City of Hartford striped **bike lanes** along the New Park Avenue Corridor which run through the station area.

Flatbush & Elmwood Stations

- The **West Hartford Bicycle Plan adopted in 2008** includes recommendations for bike lanes extending south of the Hartford municipal boundary on New Park Avenue. To date these bicycle lanes have not been implemented.
- The **2009-2019 West Hartford Plan of Conservation and Development** renewed the town's focus on building complete street networks which would help motorists, pedestrians, cyclists, and others share the road and coexist with the least amount of inconvenience for everyone.
- The town is in the process of adopting a **Complete Streets Policy** called for by the West Hartford Town Council. This policy will better encourage a transportation network that is safe, accessible and convenient for all transportation users, including pedestrians, bicyclists, transit riders and motorists of all ages and abilities.
- West Hartford made a successful application to the Connecticut Office of Policy and Management for a Transit-Oriented Development Grant to fund a **Complete Streets Analysis and Implementation** study. This effort will identify pedestrian and bicycle needs along the New Park Avenue Corridor and in the Elmwood and Flatbush station areas.
- The City of Hartford, the Town of West Hartford and CROG through a partnership with CCMPO and other Capitol Region municipalities have applied for funding for complete streets improvements that include the study and implementation of both an on and off-road multi-use trail extension from its current terminus at the Newington Junction CT**fastrak** Station to the Flatbush Station.

Newington Junction

- Willard Avenue leading up to the station has improved crossings and sidewalks on both sides of the street and at the intersection of Willard Avenue and West Hill Road. These improvements were completed as a part of station development by CTDOT.
- As part of the station development, a multi-use trail was built alongside the fixed guideway. The trail starts at the Newington Junction Station.
- The City of Hartford, the Town of West Hartford and CROG through a partnership with CCMPO and other Capitol Region municipalities have applied for funding for complete streets improvements that include the study and implementation of both an on and off-road multi-use trail extension from its current terminus at the Newington Junction CT**fastrak** Station.

Cedar Street Station

- In January 2013 **Fenn Road** was widened near the station to accommodate greater access and pedestrian-friendly features, including new sidewalks, a new road traffic signal, on-site drainage, and traffic calming upgrades.
- Sidewalks have been installed from the Cedar Street Station to throughways near local businesses, residences, and the CCSU campus.
- CCSU installed a sidewalk along East Street that connects CCSU to Fenn Road providing students a safer pedestrian connection to CT**fastrak** and the shopping plaza adjacent to the station on Fenn Road.

East Street Station & East Main Street Station

- The City of New Britain undertook a **Bicycle Connectivity and Traffic Calming Study** completed in 2013 to address the city's needs, methodology, standards, and recommendations to connect CT**fastrak** and transit hubs with bike-able routes and multi-use trails to green spaces, residential areas, and the New Britain central business district. As a result, Paul Manafort Drive, to the north of the station, now has a bike lane.
- In 2014, CCSU completed a sidewalk extension along East Street from Wells Street to Fenn Road.

Downtown New Britain Station

- Through the assistance of the **2011 HUD Sustainable Communities Grant** for \$212,500, the City developed a Complete Streets Master Plan for Downtown New Britain.
- In 2012, the City of New Britain received a **\$1.6 million Bus Livability Grant** to fund the Main Street Overpass, Phase V of the city's complete streets capital projects plan. The City of New Britain received a **\$500,000 CT DECD TOD Assistance Grant** awarded in 2014. \$120,000 of the grant is being used to augment funding for Phase 5 of the plan which consists of the Main Street Overpass over Route 72.
- Phase I improvements surrounding the new New Britain Police Department were completed in 2014, which include new landscaping, signage, narrower intersections, and wider sidewalks in the immediate area.
- Phase 3 of the Complete Streets Improvements Plan is funded by \$4.2 million from two grants – a Transportation, Community and System Preservation (TCSP) grant through FHWA at \$1.3 million and an STP Urban Grant at \$2.5million. One of the major outcomes of this phase is a remodel of Central Park in downtown to increase the green space by 50 percent.
- In **2014**, the City received a \$48,400 grant from the CT Department of Energy and Environmental Protection (DEEP) to implement bike trails on city streets downtown.
- **April 2014**—The City secured a \$3 million streetscape grant for Columbus Boulevard, Main Street, and Bank Street from the State of CT Accident Reduction Program. This grant funds the city's fourth phase of complete streets projects downtown. The key elements of this project are the relocation of the downtown local bus hub "Central Station" from Bank Street to Columbus Boulevard and the introduction of a roundabout at the intersection of Columbus and Bank Streets.
- **June 2014**—RFQ submitted for "Downtown Streetscape Improvements Phase IV", which would realign Bank Street and Columbus Boulevard, provide pedestrian improvements on Main Street and Columbus Blvd., and introduce a roundabout gateway and traffic signals to streetscape.
- **June 2014**—RFQ submitted for "Downtown Streetscape Improvements Phase V", which would provide pedestrian-friendly streetscape improvements to Main Street overpass with Route 72.

As previously discussed in the Bike Share section of this addendum, the Phasing Concept developed in the Bike Share Feasibility Study recommended that most **CTfastrak** stations have a pod of bike share bikes. Not only would this addition to the station area encourage more bicycling and multi-modal trips utilizing bike and bus, but it would also geographically extend the concept of the station area. While a walkable distance is considered to be ¼ to ½ mile, a bikable distance is considered to extend to two miles. Introducing bikeshare at station areas could therefore have an impact on future transit-oriented development potential.

RECOMMENDATION: ENCOURAGE DEVELOPMENT THAT SUPPORTS WALKING AND BIKING AND SOLUTIONS TO LAST MILE/FIRST MILE CONNECTIONS IN THE VICINITY OF TRANSIT STATIONS.

RECOMMENDATION: ENCOURAGE COMPLETE STREETS AND ZONING POLICIES THAT SUPPORT BIKING AND WALKING.

RECOMMENDATION: SUPPORT THE REGION'S COMMUNITIES ON EFFORTS TO MAKE BICYCLE AND PEDESTRIAN CONNECTIONS IN THE AREA OF **CTFASTRAK** STATIONS THROUGH INFRASTRUCTURE AND INTERMODAL WAYFINDING/SIGNAGE IMPROVEMENTS.

Burnside Avenue (update)

In response to accidents involving cyclists and upon request from the Town of East Hartford, CTDOT initiated a study to investigate safety improvements on a 2.76 mile stretch of U.S. 44 (Burnside Avenue) between U.S. Route 5 and Mary Street in East Hartford. One solution offered through this study has become State Project DOT00420315 – a road diet to improve bicycle operations and safety. The Route 5 to Mary Street section of Burnside Avenue was striped for four lanes, two in each direction, with parking permitted in the outside travel lane.

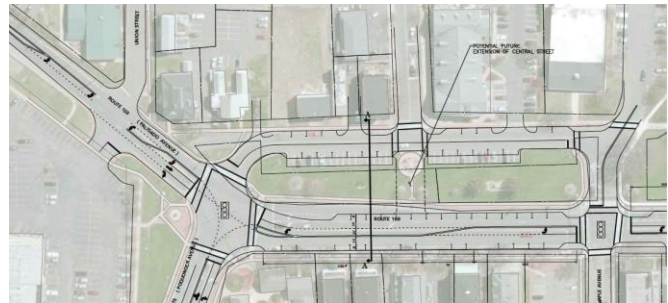
The road diet that is currently in the process of being implemented. The “diet” allows for dedicated bicycle lanes and improvements to side street crossings. Additional features of the project include several formal bus turnouts, consolidation of a number of bus stops and accommodation of on-street parking. Not only did this project include the infrastructure improvements to enhance safety for cyclists and pedestrians, but it also incorporated a public outreach and education component on safe cycling. Outreach and educational efforts consisted of advertising with CT*transit*, printed safety materials for distribution, safety materials for purchase including bicycle lights, helmets and reflective stickers, community outreach activities on safe bicycling practices and safe driving practices on roads with bike lanes.

RECOMMENDATION: SUPPORT DOT ON THIS PROJECT.

RECOMMENDATION: SUPPORT THE TOWN OF EAST HARTFORD ON ITS EDUCATION EFFORTS ASSOCIATED WITH THIS NEW INFRASTRUCTURE IMPROVEMENT.

Broad Street Road Diet (new)

In 2013 as a part of a transit-oriented development master planning process, the Town of Windsor explored a concept for a road diet on Broad Street through the center of town. The larger concept for the town center is to create a mobility hub around the rail station that is a key commuter stop on CT*rail*'s Hartford Line. An important consideration of creating this hub is allowing for infrastructure improvements to streamline and enhance circulation for vehicles, bicyclists and pedestrians. The preferred alternative chosen for the road diet on Broad Street would reduce the number of travel lanes from four to three with a dedicated center left turn lane. The concept also featured narrowed lane widths. The reduction and narrowing of vehicular travel lanes will allow for additional on-street parking, wider sidewalks and more green space.



RECOMMENDATION: SUPPORT THE TOWN OF WINDSOR AS IT WORKS TO IMPLEMENT THIS VISION FOR BROAD STREET.

EDUCATION

Bike Walk Connecticut (new)

Bike Walk Connecticut was formed in 2005 as the Central Connecticut Bicycle Alliance (CCBA), an advocacy organization with the mission of creating more bike-friendly communities to benefit Connecticut's recreational and commuter cyclists. Having obtained 501(C)(3) status in January 2006, CCBA decided to broaden its mission and in April 2010, changed its name to Bike Walk Connecticut, now also including pedestrian issues, a statewide focus and a continued interest in creating more bicycle friendly cities and towns.

One of Bike Walk Connecticut's areas of focus is on educating the public and professionals about best practices for bicycling and bike and pedestrian planning. The organization holds a statewide summit on a regular basis, bringing in experts in the field of planning and implementing bicycle and pedestrian supportive infrastructure, programs and policies. Bike Walk Connecticut has worked in the past to help children learn safe bicycling practices by continuing a program started by CROCG supporting educational programs in Connecticut elementary schools. Also building on CROCG efforts to establish a training program for League Cycling Instructors (LCIs), Bike Walk Connecticut has also helped to organize training programs to produce LCIs who are certified by the League of American Bicyclists to lead Smart Cycling classes. The organization has a fleet of bicycles and trainers that are available as a resource to schools and communities.

RECOMMENDATION: SUPPORT BIKE WALK CONNECTICUT IN ITS EFFORTS TO EDUCATE THE REGION'S CITIZENS ON BICYCLING AND BICYCLE AND PEDESTRIAN PLANNING.

Elementary School Bicycle Education Programs (new)

Berlin

Berlin High School has a long-standing and well established bicycle education program. As a pioneer in this area, Berlin's PE instructor and mountain bike team coach has helped to train other teachers in other schools systems across the state. Berlin High School has a number of bikes and a bike library that allows students to borrow bikes and return them.

Simsbury

Bicycle education in Simsbury has evolved into a standard part of the school curriculum. For years, the Police Department supported bike safety programs in the elementary schools, but since 2012, bike education has become an established part of the physical education curriculum for 3rd, 4th, and 5th graders. The students learn bike safety essentials like helmet and bike fit, balancing, braking, signaling, spacing and proper road etiquette. High school students can also take bike safety training as part of the summer physical education and wellness program and can join the Cycling Club which teaches skills for riding on roads and trails.

South Windsor

The Town of South Windsor has incorporated a Grade 4 bicycle safety education program at all five of its elementary schools. The pilot program was first introduced at two elementary schools with assistance from Bike Walk Connecticut. The pilot program included trainers, helmets, and the use of a fleet of bicycles. Over time, the program was expanded to include all grade four students across the district. This change was made possible by support from the South Windsor Walk and Wheel Ways, the town's bicycle and pedestrian committee, which provides the bicycles used during the instruction as well as a group of volunteers who support the physical education teachers who are trained as League Cycling Instructors (LCIs). The program is designed for children ages 10 to 14. The class runs approximately 6 hours and is taught in 4 sessions.

RECOMMENDATION: SUPPORT THE REGION'S MUNICIPALITIES IN THEIR EFFORTS TO EDUCATION CHILDREN ABOUT BICYCLE SAFETY.

Share the Road

An effective method of educating the public on best practices for bicycling and driving in the vicinity of a cyclist has been the distribution of Share the Road brochures. These brochures have been printed in English and Spanish. As the Capitol Region has grown to incorporate new towns and as the demographic composition

of the region may be different from the first printing of the brochures, a Limited English Proficiency assessment should be conducted to determine whether the brochure should be printed in additional languages.

RECOMMENDATION: CONDUCT A LIMITED ENGLISH PROFICIENCY ASSESSMENT TO DETERMINE WHETHER THE SHARE THE ROAD BROCHURE SHOULD BE PRINTED IN ADDITIONAL LANGUAGES BEYOND ENGLISH AND SPANISH.

RECOMMENDATION: UTILIZE THE CRCOG GREEN CLEARINGHOUSE AS A VEHICLE FOR EDUCATING MUNICIPALITIES ON BEST PRACTICES IN BICYCLE EDUCATION AND BIKE/PED PLANNING.

ENCOURAGEMENT

Bike Friendly Communities and Businesses (new)

Since 2008, five Capitol Region Communities (out of six total, statewide) have been designated as Bicycle Friendly Communities by the League of American Bicyclists. In addition, the region has four of the state’s six Bicycle Friendly Businesses. The Bicycle Friendly Community and Business Status is separated into five levels, Bronze, Silver, Gold, Platinum and Diamond. The level of the designation depends upon community and business achievement in each of the “five E’s” Engineering, Education, Encouragement, Enforcement, Evaluation & Planning. Each of the Bike Friendly Communities and businesses in the Capitol Region are listed below with their individual designations and a brief description of their achievements.

Farmington – Bronze

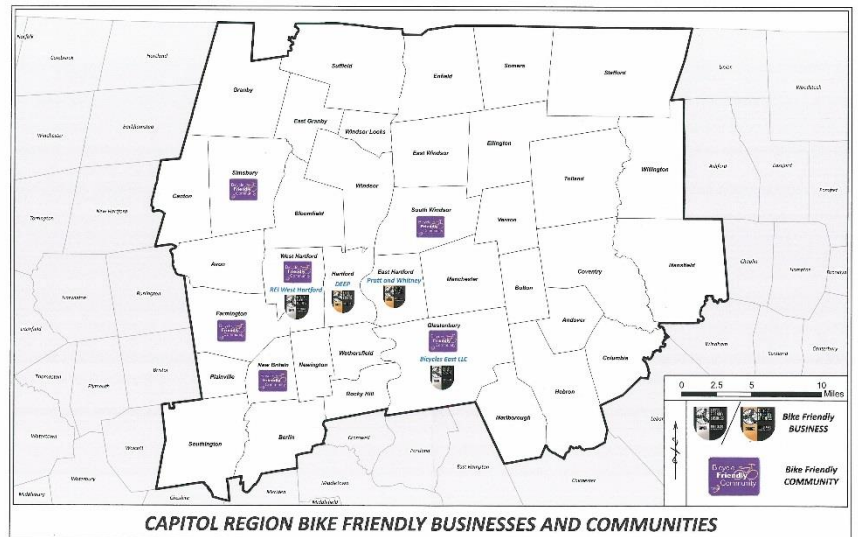
The Town of Farmington received its Bicycle Friendly Community Status in spring 2014. Its Bronze status is characterized by a bicycle plan that is currently being implemented, a bicycle advisory group as well as a bicycle advocacy group, good public education efforts including 63% of the local schools offering bicycle education and 30% of arterial roads with bike lanes.

Glastonbury – Bronze

The Town of Glastonbury received its Bicycle Friendly Community Status in spring 2015 at the Bronze level. Over the past several years, Bike Walk Glastonbury and the town’s Bicycle Advocacy Group have collaborated to introduce bicycle safety education in the Public School curriculum and to hold Glastonbury’s first Annual Bike/Walk to School Day. The town has also installed new bike racks and “Share the Road” signs among other modifications to make roadways safer and more inviting for cyclists.

Simsbury – Silver

The Town of Simsbury received its Bicycle Friendly Community Status – first in spring 2012 at the Bronze level and then in fall 2014 was upgraded to Silver. Its new Silver status is characterized by a bicycle plan that is



currently being implemented, a very active bicycle advisory group as well as a bicycle advocacy group, good public education efforts including 59% of the local schools offering bicycle education and 35% of arterial roads with bike lanes.

South Windsor - Bronze

The Town of South Windsor received its Bicycle Friendly Community Status in 2012. Its Bronze status is characterized by a bicycle plan, a bicycle advisory group, good public education efforts including 26-50% of the local schools offering bicycle education and 1-25% of arterial roads with bike dedicated bicycle facilities.

West Hartford - Bronze

The Town of West Hartford received its Bicycle Friendly Community Status in spring 2014. Its Bronze status is characterized by a bicycle plan that is currently being implemented, a bicycle advisory group, good public education efforts including 63% of the local schools offering bicycle education and 30% of arterial roads with bike lanes.

New Britain – Bronze

The City of New Britain received its Bicycle Friendly Community Status in fall 2014. Its Bronze status is characterized by a plan that is currently being implemented, a successful Bike New Britain initiative. Similar to New Britain's Complete Streets work, Bike Friendly Community Status came after the city completed a Master Plan that studied linking the city's parks, schools, downtown , and CT**fastrak**, and then quickly implemented a program that installed striping and signage for bike lanes and sharrows city-wide. The work was performed under the city's Bike New Britain initiative which is supported by a strong advocacy group, and also involved other activities like bike safety education for children and an active social media campaign.

Bicycles East LLC, Glastonbury – Silver

Bicycles East LLC received Silver status as a Bicycle Friendly business and was the fourth in the state to do so. Its silver status is characterized by its support of cycling in the community through its organized weekly group rides, its classes and educational efforts, its advocacy at the local and state level and its encouragement of employees to bike to work.

REI, West Hartford – Silver

REI in West Hartford received Silver status as a Bicycle Friendly business. Its silver status is characterized by its class offerings in bicycle maintenance and related topics, its support of regional and community bicycling events such as Bike to Work day in Hartford. REI also has a bicycle shop on site to service its customers and employees.

Pratt & Whitney, East Hartford – Bronze

Pratt & Whitney in East Hartford gained its Bronze level Bicycle Friendly Business status in 2014. Its Bronze status is characterized by its encouragement of employee bicycling through the Pratt & Whitney cycling club and its support of community cycling events. Pratt and Whitney has supported Bike to Work Day and other National Bike Month events in the region.

Department of Energy and Environmental Protection, Hartford – Bronze

The CT Department of Energy and Environmental Protection received Bronze status as a Bike Friendly Business and became the first state agency in Connecticut to do so. Its Bronze status is characterized by availability of

bicycle racks in the on-site parking garage and on-site showers, opportunities for staff to attend bike safety and bike repair classes and co-sponsorship of bike events such as the Capitol Bike to Work Day and Discover Hartford Bicycling Tour.

The Travelers Companies, Inc. – Bronze

Travelers, a company with 6,227 employees received its Bronze level award in spring 2015. The company sponsors Bike to Work programs in Hartford, and holds transit fairs for employees to learn more about alternatives to driving. Free bike parking is also provided, along with access to showers, lockers, and a changing area.

RECOMMENDATION: CONTINUE TO SUPPORT COMMUNITIES IN THEIR EFFORTS TO BECOME MORE BIKE FRIENDLY.

ENFORCEMENT

Vulnerable User Legislation (new)

During the 2014 legislative session, Bicycle advocates had a major success with the passage of Public Act 14-31: An Act Concerning the Penalty for Causing Harm to a Vulnerable User of a Public Way. The Act went into effect on October 1, 2014. Commonly known as the Vulnerable User Bill, this legislation fines motor vehicle users who are found not to be using reasonable care and who have injured or caused the death of a “vulnerable user” a penalty of \$1000. The definition of vulnerable user includes pedestrians and bicyclists as well as people who are blind or in a wheelchair among others.

RECOMMENDATION: HELP EDUCATE COMMUNITIES ON THE EXISTENCE AND MEANING OF THIS LEGISLATION.

Complete Streets Legislation (new)

In the 2009 legislative session, state legislators responded to advocacy efforts at the national and state level by enacting Public Act 09-154: An Act Improving Pedestrian and Bicycle Access. The Act went into effect on July 1, 2009. This Act requires that accommodations for all users – including pedestrians and bicyclists - shall be a routine part of the planning, design, construction and operating activities of all highways. Further, the act requires that at one percent of the total project cost be dedicated to providing accommodations for all users.

Commonly known as the Complete Streets Legislation, the act also established a Connecticut Bicycle and Pedestrian Advisory Board within the CTDOT. This group is required to submit an annual report to the Governor and Commissioner of DOT highlighting the progress made by state agencies in improving the environment for biking and walking in the state, recommendations for improvements to state policy regarding walking and bicycling and specific actions taken by the DOT in the past year that affect pedestrians and bicyclists.

RECOMMENDATION: HELP EDUCATE COMMUNITIES ON THE EXISTENCE AND MEANING OF THIS LEGISLATION.

Bicycle Safety Legislation (new)

In the 2015 legislative session, the Connecticut State Legislature passed Senate Bill 502, **An Act Concerning Bicycle Safety. As a new Public Act**, this legislation will accomplish several measures for better

bicycle safety and infrastructure in the state. Now allowed under this legislation is the CTDOT's use of the NACTO Urban Bikeway Design Guide for the design of bike facilities and infrastructure. The legislation also allows for two-way cycle tracks. Specific safety measures included in the legislation are the allowance for a car to pass a cyclist by crossing a double yellow line when it is safe to do so and the allowance for a cyclist to be as far right on the roadway as is safe as determined by the cyclist.

RECOMMENDATION: HELP EDUCATE COMMUNITIES ON THE EXISTENCE AND MEANING OF THIS LEGISLATION.

RECOMMENDATION: SUPPORT CTDOT IN ITS UTILIZATION OF THE NACTO URBAN BIKEWAYS DESIGN GUIDE.

RECOMMENDATION: UTILIZE THE CRCOG GREEN CLEARINGHOUSE AS A VEHICLE FOR EDUCATING MUNICIPALITIES ON THE LATEST BIKE/PED ENFORCEMENT INITIATIVES AND REGULATIONS.

Complete Streets Policy (new)

On October 23, 2014, CTDOT adopted a Complete Streets Policy (No. Ex.O.-31). The policy was developed in accordance with Connecticut General Statutes, particularly the Accommodations and Provision of Facilities for All Users. As mentioned in the above section, Complete Streets must be considered as a condition of funding in adherence with Public Act 09-154. This policy further lays out how the CTDOT will integrate complete streets into its work and implement complete streets solutions in Connecticut communities. Key points of the policy include:

- Adherence to the Complete Streets Law throughout the Department
- Establishment of a Department-wide Complete Streets Standing Committee
- Ongoing training on complete streets for CTDOT staff and partners
- Revisions to eligibility criteria to make complete streets easier to fund
- Improved design, construction and maintenance guidelines that are supportive of pedestrians and cyclists
- Measurement of pedestrian and cyclist use and needs

RECOMMENDATION: HELP EDUCATE COMMUNITIES ON THE EXISTENCE AND MEANING OF THIS POLICY.

TransformCT and Lets Go CT (new)

In an effort to formulate a statewide strategic plan for transportation in Connecticut, the CTDOT launched a public input process called TransformCT utilizing forums and innovative online engagement tools to gather ideas from the state's residents on transportation issues and solutions. TransformCT was implemented as an 18 month engagement process to survey as broadly as possible the general public to inform a strategic vision for the future of the state's transportation system.

Connected to this robust public dialogue, Governor Malloy laid out a budget plan in the 2015 legislative session called a *Let's Go CT! Connecticut's Bold Vision for a Transportation Future*. The budget was presented as a 30-year program with a five-year ramp-up stage to significantly invest in transportation infrastructure. Specifically called out in the initial five-year period is an expansion of funding for pedestrian and bicycle systems statewide. This commitment to funding opportunities could have significant impacts to regional bicycle

and pedestrian infrastructure such as the East Coast Greenway and other key regional trails as well as more localized complete streets efforts.

RECOMMENDATION: CONTINUE TO FOLLOW THE DEVELOPMENT OF LET'S GO CT! AND HELP EDUCATE COMMUNITIES ON THE EXISTENCE AND MEANING OF THIS POLICY AND ANY NEW FUNDING STREAMS THAT BECOME AVAILABLE THROUGH THE STATE.

EVALUATION & PLANNING

Bicycle and Pedestrian Safety Study (new)

The examination of pedestrian and bicycle crash data is important to determine how to improve safety going forward. CROG conducted a pedestrian crash analysis in 2004 that was enhanced and updated in 2012 to include bicycle crash data. This analysis was conducted for several purposes: to gain an understanding of pedestrian / bicycle crash experience in the region, to specifically learn if data that appeared to be an anomaly in the 3 year analysis changed with more years of statistics, to learn if there are locations in the region that are more problematic than others, to inform our planning process, to enable us to direct resources in a way that has the potential to improve bicycle and pedestrian safety and to develop a strategy for the future use of the new CT Crash data Query tool.

The 2004 study of crash data in the region looked at a three year span from 1999 – 2001. Several years later, with the Connecticut Crash Data Query Tool developed by UCONN, the region was able to examine both bicycle and pedestrian crashes occurring between January 1995 and January 2010. This richer source of data was analyzed to refine and supplement earlier findings. Similarly to the earlier study, CROG examined regional statistics and also focused a more in depth analysis on the four towns with the highest rates of pedestrian and bicycle crashes which are Hartford, West Hartford, East Hartford and Manchester. In 2012, CROG finalized a report that summarizes an analysis of pedestrian and bicycle crashes of the Bicycle and Pedestrian Safety Study.

The key takeaways from the 2012 report are that the three year data set is likely sufficient to examine pedestrian crash data, especially crashes that do not result in fatalities. It was recommended that pedestrian fatalities be examined over a longer period of time as there are fewer of these types of crashes. With no comparison from previous years, it was recommended that in the future, both a three and five year analysis is completed for bicycle crash data. The CT Crash Data Query Tool was found to be useful and once additional geographic functionality is added, it will be an even more valuable tool for understanding crashes and coming up with prevention methods.

The analysis focused on the four towns with the highest crash rates and highest number of crashes. From the data, roadways with the highest level of pedestrian crashes were determined and should be monitored as focus areas. These roadways for pedestrians are: US Route 44 in Hartford, East Hartford and Manchester, Park Street in Hartford and Farmington Avenue in Hartford and West Hartford. For bicycles these roadways are: U.S. Route 44 in Hartford and East Hartford, CT Route 83 in Manchester and U.S. Route 5 in Enfield and East Hartford.

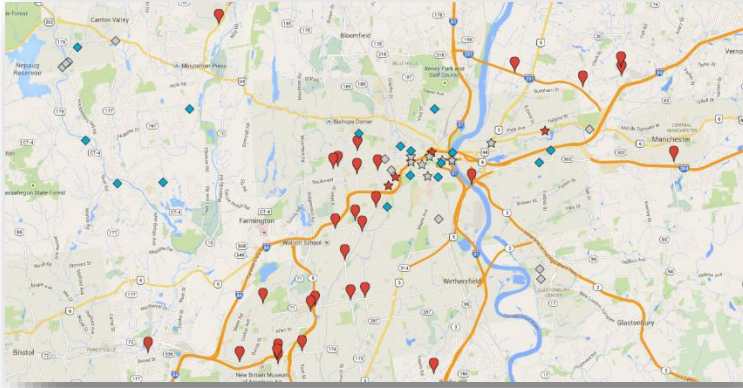
This report helps to highlight the connection between safety concerns on Burnside Avenue in East Hartford (U.S. Route 44) and the number and type of crashes reported there. As mentioned previously under Engineering, Burnside Avenue has since been studied and work is underway to include many safety enhancements such as a road diet to add bike lanes and improved pedestrian crossings at key locations. It will be important to monitor the crash data in this area post improvements to gage their effectiveness and provide metrics to measure the success of investing in bicycle and pedestrian infrastructure.

The Town of Enfield is also considering a restriping on Route 5 on the stretch between the Massachusetts state line and Hazard Avenue/Route 190 as a potential solution alleviate the safety issues documented in this study.

RECOMMENDATION: MONITOR FOCUS AREAS & PROMOTE SAFETY.

Bicycle and Pedestrian Count Program (new)

Since the adoption of the 2008 Bicycle and Pedestrian Plan, the Capitol Region began to participate in the National Bicycle and Pedestrian Documentation project by conducting bike and pedestrian counts during a specific time period in the fall. The National Bicycle and Pedestrian Documentation Project is a nationwide effort that provides a consistent model of data collection and ongoing data for use by planners, governments,



CROG 2014 BIKE & PEDESTRIAN COUNT LOCATIONS

and bicycle and pedestrian professionals. CROG has coordinated five regional counts between 2009 and 2014, developed a Bike/Ped Count database, created an additional active transportation audit and begun to analyze trends in the data collected.

Not only does the data collected benefit the National Documentation project, but it also helps provide data that can be used to support further bicycle and pedestrian infrastructure initiatives, better inform education and outreach

efforts and measure the success of infrastructure improvements over time.

The 2014 count was the most successful to date in the number of locations counted – 82. In 2014, the CROG count program was revamped in that it focused on counting areas where infrastructure investments had recently been made or will be made within the near term. Priority areas counted included intersections in all of the CT**fastrak** station areas and CT**rail** – Hartford Line station areas as well as places like Burnside Avenue in East Hartford and recently completed multi-use trails.

The 2014 count also included an active transportation audit created by CROG and conducted at key count locations to relate changes in the environment and infrastructure to bike/ped activity. The focus of the audit was to capture the status of the pedestrian and bicycling environment in the CT**fastrak** and CT**rail** station areas as well as several other spots that are representative of the Capitol Region including trails. The audit combines a qualitative analysis of the bicycling and pedestrian environment and a quantitative rating to produce a score out of 100. Of the locations audited, scores ranged from a high of 81 to a low of 43. In future count years, it is hoped that the audit could be conducted at every count location. In addition, a second version of the audit was created specifically for the region’s trails.

RECOMMENDATION: WORKING WITH REGIONAL VOLUNTEERS, WORK TO CONTINUE THIS PROGRAM TO MONITOR CHANGES AND EVALUATE IMPACT OF RELATED INITIATIVES USING PERFORMANCE METRICS.

RECOMMENDATION: EXPLORE THE POTENTIAL FOR USING TECHNOLOGY SUCH AS LASER COUNTERS FOR CONDUCTING AND MONITORING BIKE PED COUNTS AT KEY INTERSECTIONS AND TRAIL LOCATIONS IN THE REGION.